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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 351. 日五十月四年二十二緒光

WEDNESDAY, MAY 27, 1896.

三拜禮 號七十二月五英港香

THIRTY DOLLARS
PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL£1,800,000
SUBSCRIBED£1,185,000
PAID-UP£585,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months4 per cent.
" 6 "3 1/2 " "
" 3 "3 " "
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [8]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS£800,000
RESERVE FUND£395,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent.
per annum on the Daily Balance.
On Fixed Deposits for 12 months... 4 per cent.
" 6 "3 1/2 " "
" 3 "3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [13]

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL£10,000,000
RESERVE FUND£5,750,000
RESERVE LIABILITY OF PROPRIETORS...£10,000,000

COURT OF DIRECTORS:
A. McCOWAN, Esq., Chairman.
St. C. MICHAEL, Esq., Deputy Chairman.
Hon. J. J. Ball-Irving, Esq., Knt.,
G. B. Dodwell, Esq.,
M. D. Eschke, Esq.,
R. M. Gray, Esq.,
N. A. Slebe, Esq.,
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.,
MANAGER:
Shanghai—J. P. WARD, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED,
HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
T. JACKSON,
Chief Manager,
Hongkong, 15th February, 1896. [31]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895. [32]

**THE NATIONAL BANK OF CHINA,
LIMITED.**

Authorized Capital£1,000,000
Subscribed Capital£500,000

HEAD OFFICE:—HONGKONG.

COURT OF DIRECTORS:
D. Gillies, Esq.,
H. Stettin, Esq.,
Chan Kit Shan, Esq.,
CHIEF MANAGER:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [17]

Intimations.

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the Year
1895, at the Rate of FIFTY CENTS per
Share (or FIVE per Cent. on the Capital of the
Company), will be PAYABLE at the HONG-
KONG AND SHANGHAI BANK, Hongkong, on
and after the 22nd instant, on WARRANTS
to be obtained from the Undersigned. Local
Shareholders are requested to apply at the
Company's Office for their WARRANTS.
The DIVIDEND will also be PAYABLE at the
HONGKONG AND SHANGHAI BANK, Shanghai,
on presentation of WARRANTS there, on and
after the same date.
By Order,
A. H. MANCELL,
Secretary.
Hongkong, 22nd May, 1896. [1896]

WANTED.

EMPLOYMENT as WHARFINGER,
GODOWN or HULK KEEPER, or
SHIPPING CLERK, or where advertiser can
make himself generally useful. Many years
experience in China and with Chinese.
Apply to
G.
c/o Hongkong Telegraph Office.
Hongkong, 9th April, 1896. [164]

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SHEWAN & CO.
Hongkong, 15th May, 1896. [190]

Insurances.

THE STANDARD
is one of the LARGEST and BEST KNOWN
of the BRITISH LIFE OFFICES.

FUNDS exceed EIGHT MILLIONS STERLING.
ANNUAL REVENUE OVER ONE MILLION
STERLING.

For Forms of Proposal and every information,
Apply to

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [166]

**THE MANCHESTER FIRE ASSURANCE
COMPANY.**
ESTABLISHED A.D. 1824.

CAPITAL£3,000,000
TOTAL FUNDS AND SECURITIES£3,480,000
NET ANNUAL FIRE PREMIUM£757,478

HAVING been appointed AGENTS of the
above Company we are prepared to accept
EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [159]

**EMPRESS ASSURANCE CORPORATION,
LIMITED.**

FIRE AND MARINE.

WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 28th April, 1896. [174]

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Agents.
Hongkong, 28th May, 1895. [134]

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED).**

CAPITAL, TAELS 600,000 } \$835,333.33
EQUAL TO }
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq.,
LOU TAO SHUN, Esq.,
MANAGER.—HO AMEL.

**MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.**
HEAD OFFICE, 8 & 9, PRAYA WEST,
Singapore, 19th December, 1895. [149]

NOTICE.

**THE MAN ON INSURANCE COMPANY,
LIMITED.**

CAPITAL SUBSCRIBED£1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 25th May, 1896. [247]

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875
the Undersigned BANKS will be
CLOSED for the Transaction of Public Business
TO-MORROW, the 28th instant, the day
appointed in this Colony for the celebration
of the Anniversary of the Birthday of HER
GRACIOUS MAJESTY THE QUEEN.—

For the CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA,
LIMITED,
J. W. R. TAYLOR,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. SIMON,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHANTREY INCHBALD,
Manager.
Hongkong, 27th May, 1896. [1854]

INSURANCE HOLIDAY.

THE Undersigned INSURANCE
OFFICES will be CLOSED for the
Transaction of Public Business TO-MORROW,
the 28th instant, the day appointed in this
Colony for the celebration of the Anniversary of
the Birthday of HER GRACIOUS MAJESTY THE
QUEEN.—

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE CO., LD.
N. J. KID,
Secretary,
UNION INSURANCE SOCIETY OF
LONDON, LD.
L. KENNARD DAVIS,
Acting Agent,
NORTH-CHINA INSURANCE CO., LD.
E. W. MAITLAND,
Acting Secretary,
CHINA TRADING INSURANCE CO., LD.
SHEWAN & CO.,
Agents,
YANAN INSURANCE ASSOCIATION, LD.
GEORGE L. TOMLIN,
Acting Secretary,
CHINA FIRE INSURANCE CO., LD.
W. MACBRYAN,
Manager,
THE STRAITS INSURANCE CO., LD.
Hongkong, 27th May, 1896. [1866]

Intimations.

**PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.**

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Aden	R. E. L. Hill, R.N.R.	24th May.	Freight or Passage. (Passing through the Island Sea.)
JAPAN, &c.	Managon	C. T. Denry, R.N.R.	5 PM, 29th May.	Freight or Passage. (Passing through the Island Sea.)
LONDON	Ceylon	C. E. Baker	About 29th May.	Freight or Passage. (Passing through the Island Sea.)
SHANGHAI	Katsar-i-Hind	C. L. Daniel	About 31st May.	Freight or Passage. (See Special Advertisement.)
LONDON, &c.	Mitsunaga	J. R. London, R.N.R.	Noon, 4th June.	Freight or Passage. (Passing through the Island Sea.)
JAPAN	Anconia	W. D. Muddle	Noon, 5th June.	Freight or Passage. (Passing through the Island Sea.)
LONDON	Manila	R. L. Haddock, R.N.R.	About 13th June.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 27th May, 1896. [143]

BILLIARDS
AT H.K. HOTEL
THREE PRIZES.

FRESH DAIRY BUTTER

the product of the PRINCE OF WALES DAIRY COMPANY, India. This
BUTTER is guaranteed PURE and of THE FINEST QUALITY.

**THE HONGKONG BUTCHERY,
CENTRAL MARKET.**

PRICE, for Single 1 lb. tin60 Cents.

Hongkong, 5th May, 1895. [149]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG.
A. B. C. Code.
TELEPHONE,
No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN at 1 P.M. DINNER at 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895. [152]

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH OF CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
[605]

THE CLUB HOTEL

5, BUND, YOKOHAMA.

HOTEL METROPOLE

1, TSURUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Super-
vision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
ambulance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of missing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board Ship.

We use the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM-WATER-BEAT CO.,
11, PRAYA CENTRAL.
Hongkong, 20th October, 1895. [168]

PETER DAWSON'S SCOTCH WHISKY.
THE WELL-KNOWN BRAND.
PERFECTION. SPECIAL.
EXTRA SPECIAL.

Apply to
H. H. KIRCH & Co.,
Sole Agents.
Hongkong, 1st May, 1896. [173]

G. FALCONER & CO.,
WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS.
NAUTICAL CHRONOMETERS & S.T.S.
CHARTS and BOOKS.
No. 21, Queen's Road Central. [168]

Intimations.

**BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.**

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING

COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896.

W. JACKSON, Manager.

[130]

LANE, CRAWFORD & CO.

GENERAL STORE-KEEPERS AND COMMISSION AGENTS.
SHIPCHANDLERY DEPARTMENT.

SIR CHAS. PRICE & Co's ENGINE and CYLINDER OILS.

INGLEBERT'S CYLINDER OIL.

CRANE'S CYLINDER OIL.

VALVOLINE, CASTOR OIL, &c., &c.

TUCK'S GENUINE PATENT PACKING.

ASBESTOS PACKINGS of all kinds.

ROPE, CANVAS, &c. PARAGON PATENT PACKING.

HUBBUCK'S PAINTS and VARNISHES.

HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSIVE and ANTI-FOULING, for
STEEL VESSELS.

SOAPSTONE ENAMEL COMPOSITIONS for HOLDS, BUNKERS and TOP-SIDES.

FRESH WATER SUPPLIED.

LANE, CRAWFORD & CO.

Hongkong, 4th February, 1896.

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EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT

GOLDEN MEDAL.

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES and LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engines will be shown and full particulars be given on application.

SCHUELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.



BRANDIES.

C. M. & Co. SPECIALLY SELECTED (our own bottling).

"HENNESSEY" First Quality, bottled by C. M. & Co.

HENNESSEY *** & EXSHAW No. 1.

VERY OLD FINEST LIQUEUR B.B.

OLD PALE BRANDY, 1870, R. G. & Co.

CH. TANUNDA (Australian).

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 22nd May, 1896.

[39]

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST
ARTICLE AT A LOW PRICE.

—THAT IS WHY WE ARE INTRODUCING

BRAUN'S "EXPORT" BEER

PRICE:—

310.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.

Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.

Head Office:—3, D'Almeida Street, Hongkong.

For price and terms apply to
THE MANAGER.
Hongkong, 22nd January, 1896. [1916]

MILD
MELLOW
MATURED.

"CLUB" WHISKY,

\$11 PER DOZEN.

"SPECIALLY SELECTED" WHISKY,

\$10 PER DOZEN.

"S P H I N X"

\$9 PER DOZEN.

GANDE PRICE & CO.,

WINE and SPIRIT MERCHANTS,

No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd May, 1896.

[140]

FOR SALE.

G. H. MUMM & Co's CHAMPAGNE.

In cases of 6 doz. pints\$35 per case.

do 12 " quarts\$33 " "

Hongkong, 15th May, 1896.

SHEWAN & Co.,
Agents.
[190]

Today's
Advertisements.

NOTICE.

MR. FREDERICK DAY GODDARD has been admitted a PARTNER in my Business, and will be IN CHARGE during my Temporary Absence from the Colony.

The Business will be carried on under the Name of BURNIE and GODDARD.

E. BURNIE.
Hongkong, 27th May, 1896. [880]

VACUUM OIL COMPANY.

AUTHORITY to F. WALKER to sign for the Vacuum Oil Company HAVING BEEN CANCELLED, from and after this date all Payments and Receipts will be made and given by, and all Cheques will be signed by, the Undersigned.

By Authority,
A. H. BOTTENHEIM,
for the Vacuum Oil Company.

Hongkong, 27th May, 1896. [877]

JOURNALISTIC.

EDITORSHIP or SUB-EDITORSHIP WANTED. B at Testimonials; work well-known in the Far East.

Address
W.
c/o Hongkong Telegraph Office,
Hongkong, 27th May, 1896. [878]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "STRATHLEVEN," FROM TACOMA, VICTORIA, YOKOHAMA KOBE AND MOIJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents,
Hongkong, 27th May, 1896. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "ADEN," FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, 22 S.S. *Siva*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 2nd June at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notices of same given to the Undersigned on or before the 4th June, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 27th May, 1896. [431]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "MAZAGON," FROM LONDON, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 2nd June at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notices of same given to the Undersigned on or before the 4th June, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 27th May, 1896. [431]

FOR YOKOHAMA AND KOBE.

THE Steamship "GERDA," Captain F. Ehlers, will be despatched for the above Ports on SATURDAY, the 30th instant, at 2 P.M.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIRSMEN & Co.
Agents.

Hongkong, 27th May, 1896. [881]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Mount Lebanon... Monday... 15th June.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship "MOUNT LEBANON" will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on MONDAY, the 15th June.

Consular Invoices of Goods for United States Ports should be in QUADRUPlicate; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHKMAN & Co.,
Agents.

Hongkong, 27th May, 1896. [181]

Today's
Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship "SHANTUNG," Captain Frampton, will be despatched on FRIDAY, the 29th instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th May, 1896. [831]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTINO UNITED COMPANIES), STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BISAGNO," Captain Doder, will be despatched as above on TUESDAY, the 2nd June, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 27th May, 1896. [879]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.
S.S. *Federacion*... To JAVA... May.

S.S. *Germans*... To JAVA... June.

S.S. *Cassius*... To JAVA... July.

S.S. *Cassius*... To JAPAN... June.

S.S. *Federacion*... To JAPAN... July.

S.S. *Germans*... To JAPAN... August.

General Agents for China & Japan, LAUTS, WEGENER & Co.,
Hongkong, 27th May, 1896. [883]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 27th May, 1896. [437]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

Hongkong, 27th May, 1896. [181]

Intimations.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Hongkong, 10th January, 1896. [1]

BIRTHS.
On the 11th instant, at 123, Macquarie St., Sydney, Australia, the wife of Mr. J. J. HATCH, of a daughter.

On the 13th instant, at "Elidart," Serangoon Road, Singapore, the wife of G. P. NICHOLSON, of a son.

At Kuala Lumpur, May 20th, the wife of C. R. CORMAC, of a son.

DEATHS.
At the General Hospital, Singapore, on the 27th instant, EWO HOOR SENG, for 11 years assistant at the Singapore Dispensary.

On the morning of the 27th instant, at his residence, Burgundy House, Oxley Hill, Singapore, RICHARD P. JAMES, M.B.C.M. (Edin.), aged 41.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 27, 1896.

REUTER'S MESSAGE.

HERR VON BRANDT.
LONDON, May 25th.

The Times states that Herr von Brandt, the former German Minister to Peking, has been appointed Adviser of Foreign Affairs to the Tongli Yamen, with the rank of Minister.

LOCAL AND GENERAL.

THERE were twelve cases of plague to-day—five in the city, three in Kowloon, and four in Shaikwan.

THE arson case was before the Chief Justice and Special Jury again to-day. At 6 o'clock, the evidence for the defence being closed, the hearing was adjourned until Friday at 10 a.m. when the Chief Justice will sum up.

THE Daily Press hears that the Hongkong and Whampoa Dock Company's earnings for April amount to \$131,000, making a total for the first four months of the year (including the amount brought forward) of something over \$500,000, a most satisfactory result, upon which the Directors, Managers, and Staff are to be very heartily congratulated.

As will be seen by an advertisement in another column, Captain F. D. Goddard, so well and favourably known as "commodore skipper" of the Douglas Line, has been admitted a partner in the business of Captain Burnie, Lloyd's Surveyor, and will be in charge of Captain Burnie's business during his absence from the colony. The business will be carried on under the name of Burnie and Goddard.

THE following are the Police regulations for the ceremony to-morrow afternoon:—
Holders of tickets of permission to the Stand are requested to present their tickets when entering the enclosure.

Tickets should be given up at the entrance to the Stand.

Ticket-holders should be to their places by 5 p.m.

Rickshaws and chairs will not be allowed to pass within the enclosure.

THERE is, according to a home paper, bound to be a shuffling of the gubernatorial cards before long, the like of which eye hath not yet seen nor ear heard, for it is not a fact that Sir William Robinson's term of service in Hongkong will expire in the near future, and it is quite expected, too, that Sir Charles Mitchell will vacate the governorship of the Straits Settlements at an early date. Sir Napier Broome's time in Trinidad is also drawing to a close, whilst amongst the minor appointments is that of the Falkland Islands, now held by Sir Roger Goldsworthy, who is also nearly due for a change.

REFERRING to the visit of the King of Siam to Singapore while journeying to a health resort in Java, the Straits Times of the 21st says:—
The King of Siam's garden party at Harricane House yesterday was very numerously attended, and proved one of the most fashionable *rendezvous* of recent years. The Governor and the Chief Justice were present, and Sir Lionel Cox received many congratulations on his elevation to knight-hood. Mr. John Anderson, the Siamese Consul-General, and now a *Prince*, was also the recipient of the company's felicitations. During the afternoon the Queen of Siam planted two trees in the grounds to commemorate the occasion.—*Press is Rat*

A VERY unusual and most unfortunate accident happened to one of Singapore's "crack" jocks on the 21st instant. It seems from the Straits Times' report of the affair that the horseman in question, Mr. Phillips, was exercising the speedy Brownswallow on the 21st and that while going a good speed the bandage of the off foreleg became loose and the horse rearing upon it was pulled up short, Phillips falling very heavily on his head. For some time he remained unconscious, but, receiving assistance from other riders on the course, he was eventually able to return to the stand, and did not at the time the report was written seem much the worse for the mishap.

MEMORANDA.
TO-MORROW—28th May, Queen's Birthday (official).
Government Offices, Local Banks, and Insurance offices closed.

5 p.m.—Entire for Gymkhana meeting close to the Hon. Secretary, at the Hongkong Club.

5.30 p.m.—Queen's Jubilee Ball to be unveiled.

SATURDAY—30th May.

5 p.m.—Galleys leave for San Francisco, via great port of call.

TO-MORROW, the 28th instant, being the day appointed for the celebration of the Queen's Birthday, the Post Office will be closed, except from 8 to 9 a.m. Correspondence for the Peak and Kowloon may be posted up to 9 a.m. The Night Box will left open as usual. The Money Order Office will be entirely closed.

It is of course not absolutely necessary, yet it may be as well to remind our readers that the statue erected on the Baya Reclamation near the City Hall commemorative of the Jubilee of Her Most Gracious Majesty the Queen-Emress will be unveiled by His Excellency the Governor to-morrow at 5.30 p.m. The Captain Superintendent of Police has made special arrangements for the admittance of holders of tickets to the enclosure, particulars of which will be found in another part of this issue. The ceremony promises to be a brilliant spectacle and in every way in keeping with the important occasion—the Jubilee of the beneficent Sovereign who holds the sceptre of authority over hundreds of millions of loyal, enterprising, and peace-loving people; the wise Ruler of a vast wide-spreading Empire on which it has been truly said the sun never sets, and although, as Burns in his "Rights of Woman" avowed,

Rome's eye is bent on mighty things,
The East of England, and the Fall of Kings,
yet it is reasonable to assume that if due regard be had to the signs of the times and the timely velleit hatred and jealousy of our neighbors, the extension to even more peoples of the blessing of British rule is not one of those fancies which are in the nature of beautiful *chateaux en Espagne*, the confident predictions of our self-constituted enemies to the contrary notwithstanding. "Poor old England" is neither so poor nor decrepit as hysterical and irresponsible Continental and Yankee scribblers would have us believe. *Veritas sapit.*

THE silly little gentleman who wields the editorial quill in the office of an obscure print which is probably a weariness to the flesh of not a few in the trailing regions of *la jolla Tonkin*, and glories in the name of *L'Independance Tonkinoise*, has so far forgotten good manners as to "take off" Hongkong because Li Hung-chang declined to land on the shores of this festive city while en route to the land of the Romanoffs. The hysterical editor of our ribald contemporary states that the explanation of the Chung Tang's action is simply itself, and then he gets worse, and has a cognac straight and perspires from head to foot and feels as though the whole world were waiting for his pronouncement on the burning questions of the hour. Then he wakes up, *apres le diner*, and realizes that he is only "running" a sheet in Tonkin. Nothing daunted, however, he proceeds to lay down the law and proclaims to the whole world the reasons for Li Hung-chang's action. He states positively that "the English rule on the occasion of an Extraordinary touching at any British port is that he receives a salute of nineteen guns, but on the arrival of the Chinese Minister Plenipotentiary he received only fifteen, being refused the honours to which he was justly entitled."—More misleading twaddle than this it is difficult to conceive of. The whole difficulty, if such it may be termed, was attributable to the stupid bungling of the local Government before Li arrived here, as we stated clearly at the time, and we will not admit that our Tonkin contemporary is better informed than we are on this subject.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the fund of the Hospitals:

Aberdeen Paper Mills Co. \$10
N. J. Edie 25
Hon. H. E. Pollock 25
A. H. Rennie 25
Shewan & Co. 25
H. F. H. & Co. 25
H. F. Meyrick 25
James H. Cox 25
Lamke and Rogge 25
H. Rutledge 25
R. C. Hurley 25
J. R. L. 25
J. R. L. 25
Chas. T. Kew 25
S. D. Woonthee 25
S. A. Joseph 25
P. C. Fattell & Co. 25
J. S. Perry 25
Van Hoo 25
V. Janssen 25

SWATOW NOTES.

(FROM OUR OWN CORRESPONDENT.)
Swatow, 27th May, 1896.

The sailing race I mentioned in my last notes came off yesterday afternoon, and was won very easily by the Customs' Assistant's rig *Lung Wan*, sailed by Messrs Innocent and Thorne, by six minutes. There were twelve entries, and the rig was many and various, the "China sail" being most fancied and giving best result. A strong S.W. wind blew all the time and the boats were close hauled both ways, and the only interesting feature, the fishing stake. Here local knowledge came into play and this was, as much as skill, that gave Mr. Innocent an easy win. Many of the gigs shipped a lot of water, two finishing at the Customs jetty, full up to the thwart. Altogether the race was a successful one, although frowned upon by our missionary friends, and we are likely to have more races during the season. The natives took great interest in the race and the assembled in crowds round the finishing point. Considering the weather it is surprising that no upsets were recorded.

The *Flighting*, with Mr. Blakes on board, looked in on Saturday afternoon and left again yesterday morning early. She is on her usual light-house service.

Plague, so far, has not increased very seriously—only two or three cases each day—but if we are going to have continuous rain, which does not seem at all improbable, I am afraid we shall see a considerable increase of cases. It has appeared in Swatol, a village about six miles from this in the direction of Chowchow-fu.

The cool weather I last reported has come to an end, and the sudden change to heat has been most trying. The S.W. wind is a very warm one, and although it blew freshly enough for two days it gave no relief and left us hotter than ever. It blew too strongly to allow doors and windows to be left open, and the value of the contents of your house, and we should have been better without it. Early this morning a heavy thunderstorm passed close to us and the rain fell in torrents. We have, however, not derived any benefit from it, and the weather is very oppressive this morning.

THE FRENCH COMMERCIAL MISSION.

M. EMIL ROCHER INTERVIEWED.

(Continued from yesterday.)

In our last issue the report of a very interesting interview, kindly granted by M. Emil Rocher, Chief of the French Commercial Mission now in the Far East, to a representative of the *Hongkong Telegraph*, was brought down to the point where the interviewer, after recording the distinguished traveller's general remarks on the work and observations of the Mission, was eliciting interesting answers to questions bearing on information that it was presumed the French representatives might have gathered during their wanderings in the southern provinces of the Celestial Empire. In this issue, after giving M. Rocher's replies to a few more questions, his opinion on and suggestions in connection with the much-vaunted question of Transit Passes is given in order that our readers may have an opportunity of discussing the pros and cons of the proposed solution of the difficulty before we deal with the matter as fully as the gravity of the issues involved justify. First, then, let us continue the interrogations, as follows:—

Generally speaking, do you consider your mission has been a success?

Yes, it has. At times it has been very difficult to get reliable information, but notwithstanding that drawback the mission has been a great success, its expectations having been fully realised.

While journeying through the interior, did you observe the natives using soap?

No. The natives don't use soap. They use an effective substitute, which is home-made, made from burnt straw in a remarkably novel manner, which will be fully described in our report to the Chambers of Commerce that subscribed the funds for our journey.

Don't the officials use soap? Did they look clean, and was their clothing well washed and ironed?

Very few of the officials use soap. Their faces and hands and outer garments looked clean. You, however, probably know that Chinese are not prone to waste money in the purchase of soap.

Did the natives appear to be a sober people?

Yes. They drink native wines (*samsu*), only in moderate quantities.

Did you see anything of, or gather reliable information relative to the alleged "baneful effects" of the opium habit?

I can assure you that there is, so far as our observations and inquiries are concerned, no justification for the outcry about the evil effects of the opium habit. The natives use opium in moderation, just as Europeans use tobacco. There are doubtless opium sets to be found in China just as there are whisky sets to be found in the Great West, only I should say there are, in proportion to the total population of the respective countries, far fewer opium sets in China than degraded victims of the wine-cup in the United States and Europe.

Did any of the officials with whom you conversed in the interior ask intelligent questions respecting commercial and political affairs?

Yes, many of them seemed well posted and evinced great interest in what I may term external affairs.

How do they get their information—from the *Peking Gazette*?

I saw in various parts of the provinces visited copies of the Shanghai *Shen-pao*, a Chinese paper published in Shanghai that seems to be far ahead of most of its contemporaries.

How did you manage about funds, while on your journey through the interior? I assume, of course, that you did not have a large number of pack-ponies loaded with Chinese cash and shoes of silver accompanying you wherever you went.

There were, of course, some difficulties in respect of the exchange, but I found the Chinese (native) banks very willing to issue drafts and accommodate us in every way possible.

How did you travel?

Almost entirely in chairs carried by four or six bearers. Sometimes we used ponies, and occasionally went short distance on horse. We used to get up at 5 a.m., have breakfast at 6 a.m., and were on our way before 7 a.m. We stopped for a light dinner at about noon and then journeyed on until 5.30 or 6 p.m.

How did you get on for provisions?

We fared very well. Eggs, poultry, beef, and sometimes mutton, were easily obtainable, while pork was procurable everywhere, and in Yunnan we had plenty of potatoes that were of good quality and cheap. Occasionally we bought some native wine of the best quality and found it fairly palatable. We took the precaution to engage for the journey a few good cooks, so that wherever we were our food was well cooked and served in an agreeable manner.

When you arrived at Chungking, what was the distance you had travelled since leaving Mengtsun, the Tonkin frontier station?

We had journeyed 3,500 kilometres by the time Chungking was reached.

Respecting the Mission's report of this journey through the southern provinces of China, may I ask whether it will be a purely private and confidential one, or whether it is intended to publish it in the near future?

For a while it will be the property of certain Chambers of Commerce in France, but I see no reason why it should not be published before very long, and doubtless it will be issued to the public in book form.

TRANSMIT PASSES.

It has been stated in several of the papers, M. Rocher, that there is reason to believe that Li Hung-chang is going to propose to the European Governments an increase in the import duties as a solution of the Transit Pass difficulty.

Yes.

But it is also suggested by some of the Shanghai papers that the Central Government has not sufficient power to guarantee that in lieu of the increased duties, the treaty regulations regarding Passes will be carried out. Do you agree with that view of it?

I think the increase of duty will be

THE WHITEWASH BRIGADE AGAIN!

A REJOINDER BY MR. DANBY.

The following letter has been forwarded to Mr. H. McCallum, Secretary of the Sanitary Board, by Mr. W. Danby:

Hongkong, May 26th, 1896.

DEAR SIR,—Adverting to the published account in the local papers of the proceedings at the meeting of the Sanitary Board on Thursday last, the 21st instant, I have the honour to request that you will lay this letter before the Board at its next meeting.

2. Before proceeding further, however, I wish to assure you and the Board that the letter of mine referred to at the meeting, and published in the *China Mail* of the 24th instant was (as Mr. Eds stated at the meeting) published in good faith and *pro bono publico*. I still adhere to the statements made therein, and have nothing to withdraw.

3. I desire most emphatically to protest against the remarks in reference to myself, both in the minute circulated to the Board by the President and yourself, and also to the statements made about myself by the President at the Meeting, and to the "sinsus" shown by him towards myself.

4. I think it my duty to state that when I called upon the President on the 15th instant I was not received courteously, and had to remind him that I had called upon him as "President of the Sanitary Board." In reference to certain information I had received, and which I had every reason at the time (and still have) to believe to be reliable, and that I thought "I was doing him a good turn" by informing him of these reports, which was done with a view to him (as President of the Sanitary Board) causing enquiries to be made as to the truth or otherwise of them; as he, owing to his official position, could better and more easily do so than myself, a private individual, even had I felt inclined to do so.

5. The information I gave the President was of two kinds, one referring to the many rumours in circulation as to certain cases which looked more than "suspicious," and others which I knew of and had seen myself, as to the retention of certain *illegal* cocklofts, and the pulling down of the *legal* cocklofts; the former information was given in confidence, and the latter was not, and it was to the former cases only I naturally assumed the letter of the President of the 15th instant referred.

6. The President has evidently mixed the two cases together. I regret to see from the Board's letter to the Government that no enquiries have as yet been made by him as to the truth or otherwise of the first information I gave him.

7. Had he asked me to accompany either himself or a responsible officer to the places mentioned in No. 1, I should have been only too glad to have done so.

8. I venture to think you will find all my references to Nos. 78 and 90, Bonham Strand (two of the large houses in Bonham Strand referred to in my letter) verified eventually. As, however, legal proceedings are about to be commenced in these cases, against the Board, it would be out of place for me to make further reference to them now, beyond mentioning that the President is again wrong in his letter to the Government in stating that "Mr. Danby fills in the number of premises occupied by his clients, so that further enquiry as to alleged damages done to his client's cargo and stock in trade is not practicable." I can imagine no reason for Mr. Cooper making such a statement on the 15th instant, seeing that I took the Secretary of the Board and Mr. Eds to the very premises referred to on the 15th instant, and pointed out to them, on the spot, the verandah, floor, from which I saw dirty water falling onto my client's valuable merchandise.

9. In the matter of the alleged *illegal* cocklofts in Wing Sing Lane, I accept your version as to what you said on the occasion of our visit there on the afternoon of the 9th inst. as correct. I most certainly heard you say "there was no doubt they were *illegal*." I did not, however, hear you qualify the statement shortly afterwards. It may interest you, however, to be informed that about the middle of last month (you will not doubt find notes of the case in your office) an Inspector visited the premises and ordered all the cocklofts to be removed, and the verandah, floor, etc., to be removed, and the matter (through others) to yourself, who gave instructions for the cocklofts to remain, and they are there now. If those cocklofts were *legal*, the Inspector had no right to order their removal, and with all respect to yourself, if they were *illegal*, neither you nor the Sanitary Board had any right to allow them to remain.

10. I have read very carefully the copy of Government Notification No. 373, which you sent me, which to my mind places the illegality of these cocklofts beyond all dispute.

11. The Notification states among other things, that "No permission will be granted for the continuance of cocklofts, unless the top floor of such cocklofts do not extend over more than one-half of the floor area of the room, and has a clear space above it of not less than 8 feet, and below it of not less than 5 feet measured vertically. In the case, however, of cocklofts on ground floors that do not comply with these conditions, no permission will be granted for their continuance except for storage purposes only." (It will be interesting to know if any permission has been given by the Board for these cocklofts to be used for storage purposes only.)

12. Now, sir, you saw me on the 9th instant, in the presence of Mr. Eds, measure the height from the ground floor of No. 7, Wing Sing Lane, to the underside of the cockloft in that shop; the height was 7 feet 7 inches. I also pointed out to you and Mr. Eds at the time, that there was a Chinese bed on the cockloft, which we all saw, through the railing of the cockloft; it was then you stated that the "cockloft was certainly *illegal*," and you were correct, too, in your statement. You did not tell us, however, and the fact only came to my knowledge subsequently, that you were already acquainted (as you state to have been) with the existence of these alleged *illegal* cocklofts, and that they were in existence, owing to your own instructions, after an Inspector had given orders for their removal.

13. In your minute to the Board I note you still say they are *legal* for some reason or other.

14. For the information of yourself and the Board, on Saturday afternoon last I ascertained the respective measurements of the ground floors of the first seven shops on the east and west sides of this Wing Sing Lane, commencing from Queen's Road Central, and also made a note of the purposes for which the cocklofts were being used, and the respective number of beds found on each of them.

15. I have embodied this information in the following table, which I think explains itself. The table is signed by Captain Baines as correct, he having verified my measurements, etc. (in my absence) yesterday morning.

Wing Sing Lane.			
Measurements of certain Houses therein.			
No. of House.	Length of Shop.	Height of Shop.	Height of Cockloft.
1	30	12	12
2	30	12	12
3	30	12	12
4	30	12	12
5	30	12	12
6	30	12	12
7	30	12	12
8	30	12	12
9	30	12	12
10	30	12	12
11	30	12	12
12	30	12	12
13	30	12	12
14	30	12	12
15	30	12	12
16	30	12	12
17	30	12	12
18	30	12	12
19	30	12	12
20	30	12	12
21	30	12	12
22	30	12	12
23	30	12	12
24	30	12	12
25	30	12	12
26	30	12	12
27	30	12	12
28	30	12	12
29	30	12	12
30	30	12	12

I, the undersigned, certify the above measurements and the number of beds I saw on the floors of the respective cocklofts at about 10 a.m. on Monday, the 25th inst., as correct.

17. The Board will notice from this table that out of the fourteen houses referred to therein eleven are in my opinion strictly "legal," and three "illegal." The other houses in the Lane are all of the same class and used for somewhat similar purposes.

18. I should be glad to know if the President and yourself are still of opinion that these cocklofts are legal, and if so, your reasons for such opinion, so that for the future owners of property may know the interpretation you and the Board place upon Notification No. 373.

19. In the matter of your letter of the 15th inst., which you gave the occupiers of Nos. 93 and 102, Bonham Strand, addressed to "The Cleaning Gang," stating there was "no need to clean them for a few days," you and the President go off at a tangent from the point referred to in my letter and "quibble" as to whether the Policeman threw the letter on the floor or placed it on a desk. I never made any reference of any kind to this subject in my letter; what I said was, that on your letter "being shown the policeman, he repudiated the letter and the instructions," and although you had directed that the parties concerned were to have time and opportunity to "clean their own premises," he proceeded to do so, and then, with his gang, neither you nor the Board denied this statement of mine at the meeting, nor did you vouchsafe to inform the public how it came to pass that the written instructions of the Secretary of the Board were thus ignored by the Policeman.

20. The President, in his letter to the Government on this subject, states:—"The conduct of a certain Policeman in reference to his action after receiving a letter signed by the Secretary is too vague to admit of definite investigation, neither the number nor that of the premises referred to being given." I beg again most strongly to protest against such a statement by the President, with your knowledge, as misleading in the highest degree, especially after your statement in your minute that the men had been themselves to you with your own letter in their hands, stating they knew the shop and the man. When they brought their complaints to me (I think on the 15th instant) I immediately sent them to you with your own letter of the 15th inst. (as a large Sanitary Board Memorandum Form, and all in your own handwriting). The parties returned in a short time to my office, saying they had seen you and that you had kept the letter, so I presume you have it now. I venture to think the paragraph just quoted, from the Board's letter to the Government, is what you would call, if I were the writer, "a gross misrepresentation."

21. No reference was made at the meeting or in your minutes as to whether the Police No. 103 is (as he told me he was) the sole authority as to what nuisances should remain up, and what should come down. That was one of the questions raised in my letter. The nuisance in front of No. 55 is still worse in my opinion, owing to its mode of construction, than those that were adjoining it; these were made of stone or tin laid on China fir boards, having no large holes or receptacles for filth or vermin to lodge in; their thickness being about one inch only, exclusive of the battens to which the boards were fixed. The shade at No. 55 is "a built-up one," having a deep false ceiling between the boards and the roof measuring from about 6 ins. to 16 inches in depth, forming inside a large receptacle, as before mentioned, for harbouring all kinds of dirt, filth, vermin, etc. I am still of opinion, seeing that other and equally good nuisances in the neighbourhood were removed, that this one ought to have been removed also, and that in respect or otherwise should not have been left to a Policeman.

22. I deny the insinuations in the last paragraph of the letter to the Government, and still adhere to the whole text of the last paragraph of my letter in the *China Mail*, which was as follows, viz., "No one appreciates more than myself the efforts of the Sanitary Board to improve the sanitation of the colony. I am now and always have been prepared to assist and support the carrying out of any reasonable measure for improving its sanitation, and in fact, in some cases, I would advocate even more stringent measures. What I do object to, however, and that is the reason for my now writing you, is that all these regulations are not carried out consistently, without 'fear or favour,' and I hold that the Board and its officers should treat every one in the same manner, and not blow hot and cold. Probably most of the owners referred to have received notices months and years ago, but they have been allowed to lapse, no steps being taken at the time to see them enforced. If a little more consideration was shown to the better-class Chinese, and no favouritism, but all treated in the same impartial manner, combined with a little tact on the part of the Board, I am sure you will find that the better-class Chinese, instead of obstructing the operations of the Board, would assist them all they possibly could. There is a right and a wrong way of doing things. In this matter, I am afraid, however, that the *inferior* officials have done the wrong way."

I, the undersigned, certify the above measurements and the number of beds I saw on the floors of the respective cocklofts at about 10 a.m. on Monday, the 25th inst., as correct.

In the letter from the Board to the Government (which was drafted by the President), and published in the local newspapers, the following statement appears:—"From enquiries that have been made, the Board is informed that the price of preparing plans for the alterations of cocklofts has reached the handsome sum of from \$15 to \$75 each; so that doubtless large sums of money have been paid to work the 'oracle,' viz., the parties entrusted with the preparation of such plans."

On behalf of myself, Messrs. Leigh & Orange, Messrs. Palmer & Turner, and Mr. Denison, we most strongly and emphatically deny such unauthorized statement, the parties to the President, so far as the matter refers to ourselves (by insinuation or otherwise). I have the written authority of the above gentlemen for stating that in no case have their charges for preparing plans, etc., such as those referred to by the President, exceeded the maximum sum of \$20, and in my own practice, also, I have never charged more than that sum for similar work. The President never extended his enquiries to any of us, and we should be glad to know where he made them, and his authority for making such an accusation against the *whole* of the architects in this colony.

The above-named gentlemen and myself deny the above statement and insinuation of the President most emphatically, and would look upon it as a graceful act of justice on his part to ourselves if he would withdraw the above-quoted paragraph in the letter of the Board to the Government.

I agree with the President "that there may be a difference of opinion as to what is 'legal' and 'illegal'." I would refer you to the last line in the President's minute, as to what I, and many other people, would call "abuse" of a very serious kind.

I regret exceedingly having to take up and resume this matter in the way it has been forced upon me by the action of the Board at its last meeting. The original letter was published in the Press that the mode in which the cleaning operations were being carried on throughout the city might be brought directly to the public notice of His Excellency the Governor; the murmurings among all sections of the community were "not loud but deep," and I venture to think with all respect, that had some of the principal officers of the Board been more in "touch" with the community there would have been no occasion for any of these letters to have been written.

Yours truly,
WM. DANBY,
M. Inst. C.E.
P.S.—Copies of this letter will be sent to the local papers.

W. D.

THE TEA TRADE.

DR. BEDDOE INTERVIEWED.

We are indebted to our old friend Dr. Edward Beddoe, of Philadelphia, for the following report of his utterances in the course of an interview upon me by the section of the Board at its last meeting. The original letter was published in the Press that the mode in which the cleaning operations were being carried on throughout the city might be brought directly to the public notice of His Excellency the Governor; the murmurings among all sections of the community were "not loud but deep," and I venture to think with all respect, that had some of the principal officers of the Board been more in "touch" with the community there would have been no occasion for any of these letters to have been written.

"I have not come here upon politics, but merely at the request of some of your merchants who are interested in the tea trade. That is one of the things which makes a man understand Chicago's greatness. The moment any change takes place in foreign lands, the Chicago merchant would want the latest information in order to see if there is a new business opportunity which they can turn to account," said the versatile Dr. Edward Beddoe, of Philadelphia, ex-Consul of Amoy, China.

"There are several opportunities at present in the tea trade. The late war between China and Japan has worked already many changes and is destined to produce more in the next five years. The most important thing is the cessation of Formosa for its magnificent tea. Many experts consider it the best in the world. The annual output is about 250,000 piculs of the leaf, or 35,000,000 pounds for foreign use and another vast amount for native consumption."

"We never pay much attention to the leaf class, because it is cured in a different way and is nowhere nearly so palatable to Americans and Europeans. This tremendous crop brings great wealth into the island and enables such officials as are corrupt and dishonest to make large sums of money. Besides this, there are many numerous taxes upon the tea planters, tea cultivators, tea curers, tea brokers, tea exporters, and last, but not least, the tea exporters. The work is a thing which has been handed down from father to son, and both European and American houses have endeavored to introduce machinery from their own lands to do this work. This has always been fought by the officials, who recognize that it would interfere with their dishonest schemes. Boyd & Co. of Amoy and Frank Case, of that city, tried this experiment and neither succeeded."

"The officials always objected to Europeans getting any say or control in the tea business and treated them with the most scant courtesy as to make residence on Formosa unpleasant rather than otherwise. Nearly all, or about 95 per cent., of this Formosa tea comes to America. The very finest qualities are usually taken by the Chinese officials, which is a direct loss. They also connive at adulteration by dishonest dealers, and even encourage the practice. Under the Japanese government things will be very different. The Japanese believe in home-industry and in helping their labouring classes by their hands, and in fact have already abolished the Chinese taxes and internal revenue imposts in Formosa, and have extended a cordial invitation to the English and American houses to do business at Tamsui and Taipeh-fo, of which the former is the shipping port and the latter the modern capital of the island. They have also arranged to ship some of the Formosa tea to Japan. They will also experiment in curing the herb according to Japanese methods, and they will assist foreign houses in curing it according to their own modern methods. This means a heavy increase in the output of Formosa tea, the production and exportation of finer grades of the leaf, and the shutting down upon all adulterations and falsifications."

"It will also result undoubtedly in a change of trade routes. The tea heretofore has been cured and then either shipped direct to the United States or else taken to Hongkong and reshipped to various parts of the world. It will now be shipped direct from Formosa or else be taken to Japan and shipped along with the Japanese tea from that country."

"These changes mean saving in expense and time, an increase in quantity and an improvement in quality. It is impossible to tell, but from the meagre reports the changes will work a reduction in price of at least 10 per cent., so that our familiar friends, the Formosa cocklofts, will probably be cheaper, if not this year, then in 1897, than they have ever been before."

"Still another change in the decrease in the output of tea in the south. The last war was carried on the best way possible by the Chinese Government, but on account of the water transportation and of the difficulty of land travel, whole armies of men were taken from the tea

district, which border on the Yangtze River, and were sent to the front. Probably not more than 100,000 reached the front, but at least 50,000 were taken from their homes and transported to other parts of the Empire of China. Other large levies were sent to the north to suppress the Mohammedan rebellion. The tea output will suffer from the absence of so great a number of men, and the output doubtless will drop to per cent. On the other hand, the southern Fokien district of Amoy has been prosperous, the harvests have been good, and the people have turned to raising Amoy oolongs, the same as they did in the '60s. These Amoy oolongs, when good, are very good, and seem destined to rival some of the former popularity."

"Chicago has long been a good customer of the tea from Formosa, and the tea from Formosa has been shipped direct to Chicago, and no longer pay tribute to the middlemen in New York. The result is Chicago to-day is getting a better tea than most of the western cities. It may not be generally known, but tea that is opened or deteriorated loses its flavour and freshness and is inferior to the tea from Formosa. The tea from Formosa is shipped direct to Chicago, and no longer pay tribute to the middlemen in New York. The result is Chicago to-day is getting a better tea than most of the western cities. It may not be generally known, but tea that is opened or deteriorated loses its flavour and freshness and is inferior to the tea from Formosa. The tea from Formosa is shipped direct to Chicago, and no longer pay tribute to the middlemen in New York. The result is Chicago to-day is getting a better tea than most of the western cities. 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FOR CHEFOO AND TIENSIN.
THE Steamer

"CHING PING,"
Captain Bink, will be despatched for the above
Ports on TUESDAY, the 2nd June, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th May, 1896. [1896]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TELEMON,"
Captain Purdy, will be despatched as above on
FRIDAY, the 5th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st May, 1896. [1896]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain Ellis, will be despatched for the above
Ports on SATURDAY, the 5th June, at
Daylight.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1896. [1896]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"
Captain Thomson, will be despatched as above
early in June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1896. [1896]

"BENALDER,"
Captain Thomson, will be despatched as above
early in June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1896. [1896]

"BENALDER,"
Captain Thomson, will be despatched as above
early in June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1896. [1896]

"BENALDER,"
Captain Thomson, will be despatched as above
early in June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1896. [1896]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NALOA,"
Captain Hall, will be despatched for the above
Ports on FRIDAY, the 29th instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 26th May, 1896. [1896]

FOR SINGAPORE AND PENANG.
THE Steamship

"INGRABAN,"
Captain Piper, will be despatched for the above
Ports on or about FRIDAY, the 29th instant.
For Freight or Passage, apply to
FOOK CHEONG AH YON & Co.,
Agents.
Hongkong, 26th May, 1896. [1896]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain T. R. Galsworthy, will be despatched
as above on SATURDAY, the 30th instant, at
Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th May, 1896. [1896]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR KOBE (DIRECT).
THE Company's Steamship

"AMARA,"
Captain D. Shells, will be despatched as above
on TUESDAY, the 2nd June, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd May, 1896. [1896]

"RICKMERS" REGULAR LINE OF
STEAMERS.

FOR MARSEILLES, ANTWERP, BREMEN
AND HAMBURG.
(Taking Cargo at through rates to RED SEA
PORTS, MEDITERRANEAN and BLACK
SEA PORTS.)

THE Company's Steamship

"DIKE RICKMERS,"
Captain Seigel, will be despatched as above on
FRIDAY, the 5th June.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 22nd May, 1896. [1896]

SAILING VESSELS.

FOR NEW YORK.

THE "100 A. I. American Iron Ship

"T. F. OAKES,"
E. W. Reed, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. [1896]

FOR NEW YORK.

THE "3/3 L. I. American Ship

"LUCILE,"
Ballard, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. [1896]

FOR SAN FRANCISCO.

THE "100 A. I. American Ship

"SOCOTRA,"
Rohde, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 21st May, 1896. [1896]


FOR SAN FRANCISCO.

THE "100 A. I. American Ship

"SOCOTRA,"
Rohde, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 21st May, 1896. [1896]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 11th July.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 22nd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR-PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Fidder's Street.

Hongkong, 20th May, 1896.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

VIA THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaika (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 30th May, at Noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 16th June, at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 4th July, at Noon.

THE Company's Steamship

"GAILIC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 30th May, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 19th May, 1896. [1896]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOLE AGENTS FOR

HARTMAN'S RAHTTENS GENUINE

COMPOSITION RED HAND BRAND.

HARTMAN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM

AND

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [1896]

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"MIRZAPORE,"
Captain J. R. Landon, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on THURSDAY, the 4th
June, at Noon, taking Passengers and Cargo
for the above Ports. This steamer connects at
Bombay with the S.S. *Phaethon*, leaving that
port on the 26th June for London direct.

Silk and Velvets, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 21st May, 1896. [1896]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table.
Doctors and STEWARDesses carried.